Fair; southeast winds.

AWINNER

Is our SCHOOL-SUIT SPECIAL.

\$4.88

Buys an all-wool double-breasted Fall Suit worth \$6.50, \$7 or \$7.50. The assortment is somewhat broken, but you can buy one for your boy if you will be quick about it.

Just 223 pairs of \$1 Knee Pants for 67c were sold Saturday, but as we started with 500 pairs you may be able to get a pair in the next day or two. \$8.78 buys a \$15 or \$18 Man's Suit, provided you

happen to be the right size man. That's why the price is so low. Better try to be fitted.

THE WHEN

WE HAVE TAKEN OUT OF BOND (through Indianapolis custom house), and offer for IMMEDIATE DE-LIVERY, a full line of

CHEMNITZ HOSIERY AND GLOVES. Prompt consideration of the goods is requested, as quan-

tity for present delivery is limited, and the values without precedent in this or any other market.

HOSIERY (Hermsdorf Dye).

Ladies' silky fleece-lined, double heel. Ladies' silky fleece-lined, rib top.

Ladies' silky fleece-lined, Maco yarn, double heel.

Ladies' silky fleece-lined, Maco yarn. double sole, highspliced heel.

Misses' ribbed silky fleece-lined, double heel. Misses' flat silky fleece-lined, double heel.

Ladies' medium and winter-weight Maco yarn, double

sole, high spliced heel. Men's medium and winter-weight, double sole, high spliced heel.

GLOVES.

Cashmere or Cashmerette self-lined goods, in solid colors and gray mixtures. Full range of prices. Perfect fit. Correct sizes.

MURPHY, HIBBEN & CO

93, 95, 97 and 99 South Meridian Street.

TO THE TRADE

This is a season when it pays you to buy your Rubber Boots and Shoes early. We offer an extra inducement for the placing of early orders with us.

Mckee & Co., Indianapolis, STATE AGENTS

BOSTON RUBBER CO., - BOSTON, MASS.

DONEY'S

LELAND CIGAR

BIG FOUR

THE OFFICIAL ROUTE TO THE National Encampment

At PITTSBURG, Pa.

\$8 ROUND TRIP \$8

From Indianapolis.

And corresponding rates from all points on the Big Four lines. Tickets will be good going on all trains Sept. 5 to 10, good returning until Sept. 25. The Department Headquart rs, t. A. R., and W. R. C.

Train will leave Indianapolis at 8 p. m. Saturday, Sept. 8, and run through to Pittsburg without change, via Galion and Youngstown, reaching there early Sunday forenoon in ample time to locate quarters by daylight. Returning tickets will be good via Cleveland, giving passengers an opportunity to see the Garfield and Soldiers monuments at that place; also to take advantage of cheap side trips to Detroit, Put-in-Bay, Niagara Falls and many other points. Call early at Big Four offices, No. E. Washington st., 36 Jackson place and Union Station, and secure sleeping car acquarters Train. H. M. BRONSON, A. G. P. A.

\$5

Mackinac Island and Return, TUESDAY, SEPT. 4.

C., H. & D. R. R. For full information call at Ticket Office, Bee-Hive orner, No. 2 West Washington street.

MONON ROUTE. (Louisville, New Albany & Chicago Railway.)

TRAINS

To the Races and Labor Picnic

LINCOLN PARK. MONDAY, Sept 3.

Leave Union Station 12, 1, 2, and 3 p. m. Leave Massachusetts avenue 12:10, 1:10, 2:10 and 3:10 p. m., returning after the Races. FARE-15c round trip.

WAGON WHEAT 48°

ACME MILLING COMPANY, West Washington Street.

POTTER'S ELIXIR DENTINE Is a pleasant and cleansing wash for the teeth, promoting the health of the mouth and the teeth. A few drops on the tooth brush make a refreshing foam, and the MOUTH FEELS CLEAN AND IS CLEAN. In sprink-

ler-top bottles, 25 cents each.

Prepared and sold by T. C. POTTER, Pharmacist,
Indianapolis, corner Pennsylvania and North Sts.

The Indianapolis Warehouse Company WAREHOUSEMEN, FORWARDING AND COMMISSION MERCHANTS Money advanced on consignments. Registered receipts given. Nos. 265 to 273 SOUTH PENNSYL VANIA STREET. Telephone 1343.

TORNADO AT LOUISVILLE.

It Flew High and Did but Twelve Thousand Dollars' Damage.

LOUISVILLE, Sept. 2 .- A small tornado struck the southwestern part of this city to-day about 3 o'clock and did about \$12,-000 worth of damage. That the destructive cloud was too high is the only reason that the terrible scenes of the tornado of 1890 were not repeated. As it was, the people living in the vicinity were nearly frightened to death and several of them had narrow escapes from being killed. Happily, however, there were no fatalities attending it. The Columbian school, a two-story brick on Eighteenth street, between Ormsby and Stratton, was wrecked. At Panke & Co.'s planing mill the roof was blown off and the engine and boilers blown out of the building. The two-story carpenter shop of Tischedorf & Kokomour was also wrecked and several dwellings badly damaged. All over the western part of the city trees and fences were blown down and electric and telephone wires prostrated. Gerald O'Connor, of the Weather Bureau,

WILL FIGHT THE TARIFF LAW.

was seen by a reporter and said the storm was purely local in its character. There was no general storm.

Salt Makers Say There Is an Error Which Makes the Free Clause Void.

KANSAS CITY, Mo., Sept. 2 .- William Stone, an extensive salt producer, of Wellington, Kan., who was in the city yesterday, stated that the salt producers of the Southwest have combined to fight the constitutionality of the free salt clause of the new tariff law. They have, Mr. Stone avers, discovered a technical error in the clause which renders it void. A Chicago lawyer has been retained to push the claim and will carry the matter to the United States Supreme Court if necessary. The action is the outcome of a conference of sait producers held in this city a week ago, and the combine includes the largest salt merchants in Texas, Missouri, Kansas and Indian Territory. The enforcement of the new legislation touching salt, they claim, would destroy their industry, and they are determined if possible to have the clause in question declared void.

Mounted Highwaymen at Work. OMAHA, Neb., Sept. 2.-Two mounted highwaymen have been at work in Omaha for several nights. They ride together and ride rapidly from one part of the city to another, easily eluding the police.

A number of people have been held up.

Hundreds of Persons Burned or Suffocated in Minnesota.

Towns Swept by a Fiery Tornado and Almost Everything Animate or Inanimate Charred or Reduced to Ashes.

CITY OF HINCKLEY IN RUINS

And Two Hundred of Its People Victims of Heat or Smoke.

Many Sought Refuge in a Swamp and Perished, While Others Fell Ablaze While Fleeing on the Railway Track.

SOME ESCAPED BY A TRAIN

And a Number Found Safety in a Gravel Pit and the River.

One Passenger Train Destroyed, but Its Living Frieght Saved by the Extraordinary Heroism of Engineer Root.

TOTAL LIVES LOST OVER 500

Majority of the Dead Incinerated or Burned Beyond Recognition.

Pine City Turned Into a Hospital for the Benefit of the Scores Found Suffering with Wounds and Burns.

PROPERTY LOSS HEAVY

Will Amount to Millions Throughout the Devastated District.

Sandstone, Sandstone Junction, Pokegama, Skunk Lake, Mission Creek and Other Places Literally Wiped Out.

MANY THRILLING INCIDENTS

Relief Promptly Extended by Citizens of St. Paul and Others.

Several Towns in Wisconsin Also Swept by Fires and Others Imperiled-Thousands of People Homeless.

ST. PAUL, Minn., Sept. 2 .- Six towns wiped out and more than five hundred dead is the record made by the forest fires in this State in the last twenty-four hours. In Hinckley, Sandstone, Pokagama, Sandstone Junction, Skunk Lake and Mission Creek there are 355 known dead. In addition several hundred are missing, while from 150 to 200 people are scattered on farms throughout the district burned over. The destruction was complete in most of the towns named. Some of the forest land escaped. The loss, however, will be in the definitely known for several days, if ever The relief trains brought supplies sent out from this city, Minneapolis, Duluth and other Minnesota towns, and the sufferers are being handsomely cared for at Pine City and other points. The places burned and the estimated loss of life at each are

Hinckley200 Sandstone 46 Sandstone Junction 25 Pokegoma 25 Skunk Lake..... 29 At other points......175 Total500

HINCKLEY IN ASHES. And Two Hundred People Killed by Flames and Smoke.

PINE CITY, Minn., Sept. 2.-Minnesota has never known a calamity attended with such a loss of life as that brought by the fire which wiped out Hinckley, Mission Creek, Sandstone, Sandstone Junction, Pokegama and the other settlements in that vicinity. A conservative estimate places the loss of life at not less than 350, while many others have suffered serious injuries and unknown others are among the missing. To this horror of death in its most horrible form must be added the utter desolation and destitution that has come upon thousands of others whose all has been swept away in the face of impending winter. There is peculiar horror about the fatality in the admitted impossibility of identification in a very large proportion of the deaths. Up to a late hour last night the list of the identified dead contained the foilowing names:

SANDY HENDERSON, ten years old. JOHN HENDERSON, twelve years old. - HANSON, wife and five Hanson chil-

THOMAS JONES. - CHAMBERS. ALEX. HANSON and wife. EMILY HANSON, sixteen years. CHARLES HANSON, nineteen years. CHARLES ANDERSON, twenty years, cashier in bank. HANS MATTISON, twenty years. MRS. WILLIAM GENDER. DENNIS RILEY, yard watchman. JAMES BEAN, foreman Brennan Lum-

JOHN BEST, wife and four children. JOHN ANDERSON, wife and two chilE. BLANCHARD, wife and two children. WILLIAM NESBITT, sawyer. HENRY HANSON.

T. TURGEON. - LAMBE and son. MRS. MARTIN and four children,

MRS. BLANCHARD and two children. DR. C. H. KELCEY, of New Brighton. LOUIS NELSON, employe of the Eastern PETER ROBERTSON. NELS ROBERTSON. MARY ROBERTSON. - ROBERTSON, child.

- HOFFMAN and wife. EMMA BOLAND. BELLE O'BRIEN. ANNA WALLACE. MRS. KOSTIGAN and three children. WILLIAM PINNORR, sawyer. PATRICK MURPHY, sawyer. ORVILLE COX.

THOMAS DUNN, wife and four small

AID PROMPTLY GIVEN. The generous instincts of a generous people have been aroused, and adequate measures of relief are now under way. St. Paul responded nobly to the call for assistance published yesterday morning, and when, at 6:30 o'clock this afternoon, the train from St. Paul bearing the members of the relief committee and their generous donations arrived at Pine City the people were more than grateful for the quick response. St. Paul sent tents, food and money in the first train, without waiting for the intervention of committees to see what was needed. The people of Pine City were very active, and all day long trains run from this place to near Hinckley, bringing the living to Pine City, where the people did everything in their power to relieve distress. The horrible visitation of death was not without feature of notable heroism, which lighten up the gloomiest page of Minnesota's history that has ever been written. No one seemed to have a first thought for himself, and many of the lives saved were those of people who were utterly unable to take care of themselves. To-morrow the relief work will be extended until it reaches every sufferer, and there are hundreds of them in isolated positions all through the country.

The walls of the schoolhouse, the iron fence about the Town Hall property, the bank vault and one uninjured outhouse is all that is left to mark the site of Hinckley, where yesterday stood a score of store buildings and a dozen times as many dwelling houses. The story of the catastrophe which wiped out the material possessions that had made Hinckley a busy, prosperous little city is a short one. The town was built of wood. The schoolhouse, erected last year at a cost of \$10,000, and one-half the Duluth roundhouse were the only brick structures in the city. By one of those peculiar freaks for which there is no accounting, the Eastern Minnesota roundhouse and water tank, on the southwestern edge of the town, almost in the woods, escaped the flames-a circumstance the more remarkable from the fact that it stood directly in the path of the fire, which seems to have jumped it as cleanly as if playing frog-leap.

WIND BLEW A GALE. All yesterday forenoon the townspeople were apprehensive. The smoke rolling up from the south told a story unmistakably plain to those accustomed to a wooded country. The fire kept advancing, fanned by the wind which was blowing a gale. About 11 o'clock the fire company got out its engine and laid an 1,800-foot line of hose to the southern outskirts of the town. The hose was too short for the measure of protection desired, and a telegram was sent to Rush City for more. Five hundred feet were sent, but it never reached Hinckley. The main part of the village lies in the north fork made by the crossing of the Duluth and the Eastern tracks, the latter to the east and the former on the west. On the west side of the Duluth tracks were a few small houses belonging to the railway employes. The firemen's attention was mainly directed to keeping the fire away from them, as the main business part of the city was built just across the

About 3 o'clock in the afternoon the fire literally jumped into the town. Its approach was not gradual. It did not eat its way along, devouring everything in its path, but came in huge leaps, as if to overtake everything fleeing before it, and then burned back at its leisure. It is described by those who witnessed its onward progress at Hinckley and elsewhere as if it were forced along by a tornado of its own generation. The intense heat would develop a veritable whirlwind of flame that actually twisted off poplar trees several inches in thickness and carried huge blazing firebrands high in the air, flinging them forward for from forty to eighty rods. there to fall and begin the work of devastation anew.

FLIGHT OF THE PEOPLE. The fire first struck Hinckley on the east side of the Duluth track. The brave firefighters soon gave up the unequal battle, and, already too late in many instances turned their attention to their personal safety. The Eastern Minnesota train from the south had just come in, and the peo ple of the panic-stricken city flocked to it for safety. A number of box cars were coupled on and faled and covered with men women and children. Some were barehead ed, some were coatless, some few clutched a pitiful bundle of the more precious of their portable possessions. Families were separated; children joined the throng, leaving parents behind. In all there was a motley crowd of about 450 or more people The train pulled out just ahead of the fire, and succeeded in ultimately reaching Duluth. This circumstance, while fortunate in a degree that cannot be estimated, has made the confusion greater, for it is not known who escaped in this way, and many people are reported dead who may be in safety. Had not this number of people, largely women and children, left the doomed city when they did, the loss of life would have increased in a geometrical ratio, for their presence would have added immeasurably to the subsequent confusion. About the same hour the accommodation train on the Hinckley & St. Cloud branch left for the latter place with about twenty- in the town, one-fourth are dead. Otto | wrapped up and laid away in the casketa

five passengers. Its route lay directly across the path of the fire, and the situation speedily became desperate. The ties were burning, the rails were warping, and the trestles were sagging under the train. The smoke had increased so that therengineer was helpless. He could not see the train behind him. Burning trees lay across the track and were being tossed aside by the engine. Suddenly the track gave way and the train toppled over to one side. No one was injured, and the people pressed on to Pokegama station, a few rods ahead. But a few feet in front of the engine was discovered a gorge sixty feet wide and forty feet deep, where a trestle had been burned away. The people succeeded in reaching the clearing about the station and escaped with a few burns and bruises. There were burned along the track, however, four or five, including Dr. Kelcer, of New Brighton, who had come to look after

FLED INTO THE ARMS OF DEATH. The people who were left in the city were in what seemed to be an almost hopeless condition. Egress by the only means of transportation that could hope to distance the swiftly advancing flames was out of the question. The men had been fighting the fire for hours and the women and children were in a panic-stricken condition. Many of them were of the more ignorant of the population, for a very large percentage of the people who got out on the train were of the more intelligent class. Horses were harnessed to buggies and wagons. Women and children were hurriedly loaded. In some cases attempts were made to carry off household goods, but in most instances the people had no thought except to save their lives.

Probably two hundred left town on foot

or in vehicles, plunging into the woods to the north across the Grindstone river, which skirts the town on the north. They were literally fleeing before the pursuing fire. Over the hill that rises beyond the Grindstone is a swamp, and to this most of the people with teams headed, but it proved no protection. The fire gave them no opportunity to go further. Some abandoned their teams and ran into the lower portions of the marsh, but the fire sought them out. Not one was left to tell the tale, and this morning, in a space of little more than four or five acres, were counted over one hundred and thirty corpses. There were many families of five, six and sever, and there they lay, the men generally a little in advance, the mother surrounded by her little ones, cut off by the most horrible of deaths. Nearly all the bodies were nude, the fire having burned every vestige of their clothing and blackened and charred many of the corpses beyond recognition, and where whole families were wiped out, as they were, and some of the bodies completely incinerated, identification is absolutely out of the question.

Those who fled to the north on foot folthe progress of the flames that many of them were actually burned as they ran, falling on the right of way for a distance of three miles or more. Nearly thirty hodies were recovered along the tracks. Some of the foremost of the fleeing citizens met the Duluth train coming in from the north. It was due at Hinckley at 4:05. Engineer James Root was at the throttle. He stopped the train and took on board about 125 of the refugees, who crowded into the train, completely filling it, for it had a passenger list almost as large as the number of refugees. By this time the woods were blazing on each side of the track, and as he reversed his engine and started back the cars scorched and crackled in the heat. Root ran the train back about three miles to Skunk lake, and the people escaped from the burning cars to the water. No lives were lost, either of passengers or refugees.

SAVED BY A GRAVEL PIT.

The people who remained in Hinckley fared the best of all. The Eastern Minnosota tracks mark the eastern edge of the city proper. Just beyond the road owns a tract of land, probably embracing ten acres. It was purchased for a gravel pit to furnish material for filling up the approach to the company's bridge across the Grindstone and at other points on its line. To the fact that it had been used for this purpose, almost to its exhaustion, about a hundred people owe their lives. The whole area indicated has been excavated to a depth of from thirty to forty feet. There was a stagnant pool of rain water in the center, three feet in its greatest depth. To this pit fled those of the citizens who were willing to trust to its friendly depths. There were probably one hundred of them. and in addition to the human beings quite a number of domestic animals-horses, cows, oxen pigs, chickens, etc.-sought safety there. It was really the safest place about Hinckley. Three or four hundred trunks which were rolled only half way down the sloping bank passed through the fire unscathed. The people went in there as the Eastern train pulled out a few minutes after 4 o'clock, and there they remained, while the smoke and flames from the burning city rolled over their heads. They covered their heads with wet cloths to prevent suffocation. One unknown man succumbed to the smoke or to the terrible strain and fell in the water and was drowned. So far as known to-day this was the only tragedy of the gravel pit. Others of the citizens sought refuge in Grindstone river under the abutments of the two railway bridges and foot bridge. The exact number cannot be known, as they were scattered along a considerable distance. That many escaped and some were drowned is well known. Mrs. Martin Martinson and her four little children were taken, drowned, from the water this morning. In the meantime Hinckley was burning with frightful rapidity, and in a few hours nothing was left but blackened ruins. The loss will certainly exceed a million dollars, with but little insurance.

The situation it Sandstone is even more appalling than at Dickley, except in point of numbers. Of the two hundred people

HORROR AT SANDSTONE.

Stafferfeldt reached here from that place to-night. He says the people were just preparing to leave when the fire closed in on three sides and not one person saved a thing except clothing. About 160 went to the river and fifty or sixty were burned to death. At 4 o'clock this morning he saw over forty bodies charred and burned, lying on every side. The people who were saved are living on potatoes and carrots left in the ground. Mr. Gilroy, conductor on the Eastern Minnesota road, says all bridges have been burned. One man found forty-four dead bodies at Sandstone lying uncovered in the sun. The people are destitute of everything. In addition to the forty-four bodies at Sandstone there are twenty at Kettle River Junction. All the settlers in the vicinity are probably burned to death. O'Neill brothers had twelve camps in the woods there and all these are burned. Most of the inmates, however, are believed to have escaped with their lives, There are eleven homeless families at Mission Creek, and the same story is true of several other places in that vicinity.

AFTER THE FIRE.

Where the Bodies Were Found-Many Marvelous Escapes.

ST. PAUL, Sept. 2 .- As night closed in at Hinckley the people began to come out from their hiding places and made their way over the hot embers of their city. They were absolutely dazed by the catastrophe, and the night was spent in an endeavor to find relatives or acertain their whereabouts. Communication with the outer world was cut off for hours as completely as if they were on a desert island. The fire had spent its force, but the air was filled with smoke, through which gleamed the dull blaze of smoldering fire in the more substantial stocks of goods. Two huge heaps of coal which marked the location of he Duluth coal sheds were blazing, and by the fitful light people wandered about picking out the places where but six hours before their happy homes had stood. The fact that so many had escaped by train added to the anxiety of those whose friends and relatives were not to be found, while it furnished at the same time a basis for hope that they were in safety. When the morning broke a few ener-

getic spirits began to organize the work of the recovery of the bodies. J. W. Sargent, a passenger conductor on the Duluth road, got into Hinckley during the night, and he organized a volunteer crew who manned two handcars, whose capacity was increased by the use of planks. They went up the Duluth track to the north and picked up thirty-one bodies between the river and Skunk lake. The bodies were wrapped up in blankets and such cloth as could be obtained, and laid out by the side of the track where the depot had stood, Here also were brought the two little sons of Tom Henderson-Sandy and Johnny. The drowned corpses of Mrs. Martinson and her four children, Mrs. Blanchard and her two children, who were burned to death just above the Duluth roundhouse, and a man named Lambeson, who was found near the Martinson party. Citizen volunteers harnessed up the available vehicles saved in the gravel pit and went out to the swamp across the Grindstone. They brought in ninety-six bodies, which were carried out to the desolate burying ground, a mile east of town. There was neither lowed the Duluth track, and so rapid was time nor opportunity to observe the sacred formalities usually surrounding death. The excitement of the occasion, the horrible experiences through which the living had passed and the more horrible form in which death had come to the lost had temporarily blunted the finer sensibilities, and the dead were heaped high on the wagons and laid in piles at the cemetery, among the smoking embers and stumps that surrounded "God's acre." It was a gruesome sight, Dr. W. D. Cown, the coroner, who was here, there and everywhere in general supervision, directed the digging of two huge pits, twenty-four by twelve feet, in which interment will be made to-morrow. FEW IDENTIFIED.

One of the saddest features of the ca-

lamity is the impossibility of identification

in such a large proportion of the cases. The ninety-six bodies brought into this point were examined by many of the surviving residents of Hinckley, and but four could be identified, Charles Anderson, Axel Hanson. Dennis Riley and Mrs. William Ginder. The remainder will have to be buried together. In the indefiniteness of arrangements, and it seemed impossible otherwise under the circumstances, due regard was not paid to a proper preservation of articles found on the bodies, and the last chance of identification was lost. Those who brought in the bodies from the swamp reported that there were at least thirty-five other bodies out there which cannot be brought in until morning. On the government road, to the east, was found the Best family of six persons, father, mother and four children. Best was a prosperous farmer, living just out of town. Here also were recovered the bodies of the three unfortunate creatures who lived at the stockade. There were six of these women in all. They escaped to the river, but three returned to carry out a trunk and were overtaken by the flames. Near Skunk lake was found a family consisting of father, mother and seven chudren. Of another family in which there were five children only the father escaped. There was a settlement of about thirty people near this lake, and but two are known to be alive. Marvelous escapes were numerous. John H. Anderson started out by team with his wife and three children. Just across the river the horses were overcome by the smoke. They left the wagon and staggered forward on foot, quickly becoming separated. The father, mother and the daughter, Emily, died in the swamp. Charles and his little twelve-year-old brother struggled for the Duluth track. The fatter fell in a ditch and was too exhausted to rise. He lay there all night and this morning made his way to the track, finding the dead body of his brother but a few feet from the place where he had been saved. The other daughter was taken on the Eastern train to Duluth. One family, consisting of a man, his wife and four little children and the wife's brother, crawled out on a boom in the river, where they remained all night. They made their way to Hinckley this afternoon and went to Pine City, where they are now, none the worse for their experience.

A few miles below Hinckley stands the marvel of the fire, a claim shanty belonging to Frank Baumcher, the Duluth section foreman. It was covered with ragged building paper, and presented a most inviting opportunity for the flames, which raged close on all sides. There it stands uninjured. The paper is not even scorched. In the same vicinity stands a grove of twisted poplar trees, almost stripped of their branches, and evidence of the cyclonic peculiarity of the fire.

About 4 o'clock this afternoon the work train from St. Paul reached Hinckley, with undertaker O'Halloran and his thirty-two caskets. He went quickly to work upon the thirty-one corpses that lay beside the track. A close description of the bodies was kept, and every fragment of clothing, the jewelry and anything else that could lead to identification was carefully preserved. The work progressed rapidly, and by evening the bodies were all